

# THE BOSTON MORNING POST.

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PRICE \$6

## DEMOCRATIC NOMINATIONS.

FOR PRESIDENT,  
**MARTIN VAN BUREN.**  
FOR VICE PRESIDENT,  
**RICHARD M. JOHNSON.**  
FOR GOVERNOR OF MASSACHUSETTS,  
**MARCUS MORTON.**  
FOR LIEUT. GOVERNOR,  
**WILLIAM FOSTER.**

## POETRY.

From the New England Magazine.

NAHANT.

When fervid Summer crisps the shrinking nerve,  
And every prism'd rock doth catch the ray,  
As in a burning-glass, 'tis wise to seek  
This city of the wave. For here the dews,  
With which the Hygeia gins the flower of life,  
Are ever freshning their sacred founts.  
Here mayst thou talk with Ocean, and no ear  
Of grosser sense canst hear the shafts of sound,  
Said thy thought upon the winged winds,  
That sweep the castles of the older world;  
And what shall bar it from their ivied heights?  
—'Tis well to talk with Ocean. Man may cast  
His pearl of language on unstable hearts,  
And—thirstless savor—l—reap the wind again.  
But thou, all-conquering element, dost grave  
Strong characters upon the eternal rock—  
Furrowing the brow that holdeth speech of thee.  
—Musing beneath awful cliffs, the soul—  
That briefst gathereth, on the shore of time—  
Dost hide itself in its own nothingness,  
A moment tempest, then the calm sinks  
Into the bosom of the boundless waves.  
—And see, outspreading her broad, silver scroll,  
Forth comes the Moon, that mock ambassadore,  
Bearing Heaven's message to the mighty surge.  
Yet he, who listeneth to its hourly reply,  
Echoing in anger through the channel'd depths,  
Will deem the language all too arrogant,  
And earth's best dialect too poor to claim  
Benevolent notice from the star-pav'd skies;  
And man too pitiful to lift himself  
In the frail armor of his moth-crush'd pride,  
Amid o'ershadowing Nature's majesty.  
Nahant, Aug. 8, 1835. L. H. SIGOURNEY.

## COLERIDGE'S TABLE-TALK.

*Ghost Stories are absurd.* Whenever a real ghost appears—by which I mean some man or woman dressed up to frighten another—if the supernatural character of the apparition has been for a moment believed, the effects on the spectator have always been most terrible—convulsion, idiocy, madness, or even death on the spot. Consider the awful descriptions in the Old Testament of the effects of a spiritual presence on the prophets and seers of the Hebrews; the terror, the exceeding great dread, the utter loss of all animal power. But in our common ghost stories, you always find the seer, after a most appalling apparition, as you are to believe, is quite well the next day. Perhaps he may have a headache; but that is the outside of the effect produced. Alston, a man of genius, and the best painter yet produced by America, when he was in England, told me an anecdote which confirms what I have been saying. It was, I think, in the University of Cambridge, near Boston, that certain youth took it into his wise head to endeavour to convert a Tom-Painish companion of his by appearing as a ghost before him. He accordingly dressed himself up in the usual way, having previously extracted the ball from the pistol which always lay near the head of his friend's bed.—Upon first awaking, and seeing the apparition, the youth who was to be frightened, A., very coolly looked his companion, the ghost in the face, and said, "I know you. This is a good joke; but you see I am not frightened. Now you may vanish!"—The ghost stood still. "Come," said A., "that is enough. I shall get angry. Away!" Still the ghost moved not. "By—", ejaculated A., "if you do not in three minutes go away, I'll shoot you." He waited the time, deliberately levelled the pistol, fired, and, with a scream at the immobility of the figure, became convulsed, and afterwards died. The very instant he believed it to be a ghost, his human nature fell before it.

*Spurzheim is a good man, and I like him; but he is dense, and the most ignorant German I ever knew.* If he had been content with stating certain remarkable coincidences between the moral qualities and the configuration of the skull, it would have been well; but when he began to map out the cranium dogmatically, he fell into infinite absurdities. You know that every intellectual act, however you may distinguish it by name, in respect to the originating faculties, is truly the act of the entire man: the notion of distinct material organs, therefore, in the brain itself, is plainly absurd. Pressed by this, Spurzheim has at length been guilty of some sheer quackery; and ventures to say that he has actually discovered a different material in the different parts or organs of the brain, so that he can tell a piece of benevolence, from a bit of destructiveness, and so forth. Observe, also, that it is constantly found, that so far from there being a concavity in the interior surface of the cranium, answering to the convexity apparent on the exterior, the interior is convex too. Dr Baile thought there was something in the system, because the notion of the brain being an extensible net, helped to explain those cases where the intellect remained after the solid substance of the brain was dissolved in water.

*Shakespeare is the Spinozistic deity—an omnipresent greatness.* Milton is the deity of prescience; he stands *ab extra*, and drives a fiery chariot and four, making the horses feel the iron curb which holds them in. Shakespeare's poetry is characterless; that is, it does not reflect the individual Shakespeare; but John Milton himself is in every line of the *Paradise Lost*.—Shakespeare's rhymed verses are excessively condensed,—epigrams with the point everywhere; but in his blank dramatic verse, he is diffused, with a linked sweetness long drawn out. No one can understand Shakespeare's superiority fully until he has ascertained, by comparison, all that which he possessed in common with several other great dramatists of his age, and has then calculated the surplus which is entirely Shakespeare's own. His rhythm is so perfect, that you may be almost sure that you do not understand the real force of a line, if it does not run well as you read it. The necessary mental pause after every hemistich or imperfect line is always equal to the time that would have been taken in reading the complete verse.

In the reign of Edward VI., the Reformers feared to admit almost any thing on human authority alone.—They had seen and felt the abuses consequent on the Popish theory of Christianity; and I doubt not they wished and intended to reconstruct the religion and the church, as far as was possible, upon the plan of the primitive ages. But the Puritans pushed this bias to an absolute bigotry. They would not put on a corn-plaster without scraping a *text* over it. Men of learning, however, soon felt that this was wrong in the other extreme, and indeed united itself to the very abuse it seems to shun. They say that a knowledge of the Fathers, and of early tradition, was absolutely necessary; and unhappily, in many instances, the excess of the Puritans drove the men

of learning into the old Popish extreme of denying the Scriptures to be capable of affording a rule of faith without the dogmas of the church. Taylor is a striking instance how far a Protestant might be driven in this direction.

Since does not always mark wisdom. I was at dinner, some time ago, in company with a man who listened to me and said nothing for a long time; but he nodded his head, and I thought him intelligent. At length, towards the end of the dinner, some apple dumplings were placed on the table, and my man had no sooner seen them than he burst forth with—"Them's the jockeys for me!" I wish Spurzheim could have examined the fellow's head.

Intense study of the Bible will keep any writer from being *vulgar*, in point of style.

## PRICE REDUCED.

**VEGETABLE EXTRACT.**—This is the most valuable remedy yet discovered for the cure of Throat Disease, or Malignant Putrid, Ulcerated Sore Throat—Scarlet Fever—Canker Rash—Canker in the Mouth, Throat and Bowels—Diarrhea—Dysentery—Sore Mouth of Nursing Women, and the Acred Herbs of Teeting Children—in short, for almost all the afflictions of the Mucus Membrane of the Mouth, Throat and Alimentary Canal. These diseases are acknowledged by all Physicians to be of the most severe and obstinate character, and have long baffled their skill and research. The disease is often of a malignant character, and considered by every true philanthropist as an unavoidable desideratum.

This Oil is the original and genuine, which has been for many years universally admired, and acknowledged superior to all others. It possesses wonderful properties in restoring the hair on parts of the head that were previously bald, proved by testimonial received from the most distinguished persons in all parts of the globe, and prevents the hair from falling off, or turning gray, to the latest period of life; generates with incalculable growth of beautiful hair, and will sustain it in perfect through all stages of existence.

Subduing all relaxing tendencies, it firmly keeps the hair in curl and other decorative formation, during many hours, unimpaired by damp weather, crowded assemblies, the dance, or travel.

This incomparable Oil is the friend of both sexes; for, while it facilitates the progress of female beauty, it enhances, by producing whiskers, mui-tachios, &c. the graces of manhood.

Prices reduced to 62¢ per cent. per single bottle, or in packages of 6 bottles each, for \$3 per package.

122awostf

## ROWLAND'S MACASSAR OIL.

### NOTICE TO THE PUBLIC.

THE high repute and extensive sale of Rowland's Macassar Oil, throughout the world, has induced speculators to imitate the label—even to forgery, and impose upon the public the name of the oil.

Also, adventurers to gain more profit, have introduced into the United States counterfeit imitation, composed of deleterious ingredients, injurious to the hair, to the serious injury of the proprietors and the public.

To prevent such imposition, A. Rowland & Son, respectfully solicit particular attention on purchasing the original Macassar Oil; each bottle is enclosed with a treatise on the hair in an envelope, tastfully executed, with the names of his agents on each pamphlet.

The signature and address is red, on a pattern of lace work, similar to a banker's cheque.

A Rowland & Son, 29 Hatton Garden,—countersigned "Alex. Rowland." Also, each bottle has the name and address of the Agent on the label. Mr. J. A. DICKSON, Music Saloon, 1, Pall Mall, recently Market-street, Boston.

Particular attention to this caution is necessary, as the proprietors cannot be responsible for the serious injury resulting from the use of base imitations.

This Oil is the original and genuine, which has been for many years universally admired, and acknowledged superior to all others.

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### GENUINE LIFE PRESERVERS.

From the Baltimore Patriot.

THE following is a full account of the value and importance of these Life Preservers, is from the number of the New York Journal of Commerce.

The expense of procuring a full supply of the article for every steamboat, would be comparatively inconsiderable, and ought not to enter into the calculation, when taking measures for adding to the safety of passengers, and for the preservation of human life. We learn that any number of these "Life Preservers" may be obtained at short notice of Messrs F. Hutchings & Co, in this city.

**LIFE PRESERVERS.**—As it is impossible for steamers to carry small boats enough to secure the lives of their passengers in case of disaster, they ought to be furnished with a sufficient quantity of **Rubber Life Preservers**. The expense will be small, and the security against the appalling scenes which may otherwise occur, would be well nigh complete.

The preserver is nothing greater but a short tube, to be buckled round the body, which can be put on and inflated in less than a minute, and being on, the individual cannot sink, but would float with his head and shoulders above water for months. If five hundred persons were to be cast on Long Island and Sound of Hudson River, each with a Life Preserver on them, they would be saved. But what would be their condition if obliged to beate themselves to these waters without such protection, especially if a disaster should happen in the night?

We have seen that steamboats owe it to their passengers to be provided with a sufficient of Life Preservers always on hand, to furnish each passenger with one.

The LIFE PRESERVER may be obtained, in any quantity, at the Roxbury India Rubber Factory, where this article was first invented. Warehouse No 103 State st, Boston.

ep3wngs

### BOLTON FLAGGING STONE.—THE BOLTON FLAG-STONE COMPANY

THE BOLTON FLAG-STONE COMPANY having found good encouragement for the sale of their Flagging in this city, are induced to make a yard in Haverhill street, between the City Hall and State-st., for the sale of their flagging, and where they will have a good stock of the best quality and of various sizes, suitable for Side Walks, Kitchen Flagging, Coping, Garden Walks, Side Stones, for Footpaths, &c. &c.

The agent intends keeping experienced workmen employed in the yard, that he may be enabled to execute any orders for Flagging in this city and the neighboring towns. All orders will be executed in a workmanlike manner, and on the most reasonable terms.

Those who are in the building line are particularly invited to call—and are assured that the most exertions will be spared to give satisfaction, and that the most diligent attention will be paid to their orders.

Apply at the office, No 27 Merrimack st, opposite the Warren Hotel.

28—Dentists supplied with teeth upon reasonable terms.

ep3pm

M. KAVANAGH, Agent.

### MARBLE MANUFACTORY.

The subscriber respectfully informs his friends and the public, that he has removed from Merrimack Street to his new shop on Charles-street, in the rear of the new Catholic Church, and a few doors from the City Scales, where he has on hand a large assortment of Marble work, consisting of—

Marble Chimney pieces, manufactured from best Foreign and Domestic Marble,

Marble Pier and Centre Table Tops,

Marble Monuments, Tomb Stones, &c. for Cemeteries.

Marble and Stone Grave Stones,

Also—a constant supply of Free Stone, for buildings of every kind.

The above comprises a very extensive assortment, and will be sold on such terms as cannot fail to give satisfaction to purchasers.

20—eoytis

CHARLES HARLOW.

### COPARTNERSHIP FORMED.

WE the subscribers have formed a copartnership under the firm of GOULD, WILDER & CO, as makers of Piano Fortes. Being experienced in the business, we intend to make as good instruments as are made in this city; hope to receive the patronage of the public, and respectfully invite ladies and gentlemen to call at our establishment, Boylston street, near Washington

S. GOULD, WILDER.

L. WILKINS.

D. B. NEWHALL.

19—Tuning and repairing. Also, Instruments taken in exchange.

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### B. GALE, M. D. M. S.—WILL RESPECTFULLY INFORM

the citizens of Boston and vicinity that he has removed to No. 2, Bowdoin square, where he will attend to the practice of his profession as a Surgeon and Physician; all Surgical Operations which are practised in Europe or America will be performed. The hands will be inserted to the bones of the Eye and Ear, will be in future from 12 to 1 o'clock. Beautiful Artificial Eyes imported from France, will be inserted and warranted. Dr Gale can be consulted until 10 o'clock in the evening, after which he will be at his residence, Temple street, No 74.

epomis

CHARLES HARLOW.

### IRON FOUNDRY.

THE subscriber informs his friends and the public, that he has lately purchased of the West Boston Iron Foundry Company, all the property of the said concern—in addition to which he has erected a commodious building, with all the necessary conveniences of carrying on the business in all its branches—that he is now ready to receive orders for Castings of any description, large or small, such as Steam Engine, Cotton and Wool Machinery—Mill Gear—Railroad—Water Pipe—Fence and Balustrade Castings. He intends keeping on hand an assortment of Oven, Ash and Bolder Doors—Grates—Fire Frames—Window Weight, with a variety of other articles used by builders and contractors.

Fales's highly approved Patent Oven Doors, manufactured and for sale wholesale and retail.

S. M. FALES has been employed as Manager of the Casting and Particular Department.

Pattern Makers constantly employed for making, altering, and repairing patterns to order.

All orders and communications for the subscriber, left at Leavitt & Bates's, No 16 Union street, or at the Foundry, Bridge street, near Cambridge Bridge, will receive immediate attention.

Orders solicited and punctually executed.

epotf T. R. HURLBERT.

### PORTRAIT AND MINIATURE PAINTING.

R. ROWLEY thanks the public for the very liberal patronage he has received, and would inform those desirous of having Portraits or Miniatures painted, that he may be found at his rooms, No. 11, Pearl Place, all hours of the day, where it will afford him pleasure to attend to the execution of all orders he may be favored with. Ladies and Gentlemen are invited to his rooms to examine his Paintings.

25—e2w5f

STANFORD.

WANTED—A young man in a public house—a young

man in a dry goods store.

Also—men in private families.

Men to work in a factory.

Men to work in a hotel.

Also—boys to learn trades of different kinds.

Also—boys to work in families.

Also—boys in stores.

Also—good American girls—for the above situations apply at 47 Milk st.

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FRIDAY, OCTOBER 9, 1835.

The Meeting at Faneuil Hall, on Wednesday evening, of citizens disposed to aid in the construction of the Western Rail Road, was very numerous and respectable. It was called to order by CHARLES HENSHAW Esq., when the Hon. ABBOT LAWRENCE was called to the Chair, and Messrs. THOMAS B. CURTIS and STEPHEN C. HIGGINSON appointed Secretaries. Upon taking the Chair, Mr. LAWRENCE explained the object of the meeting, and concluded by saying that Mr. APPLETON, the Chairman of the Committee for calling the meeting, &c. was detained at home by illness, but had sent his Report, which was then read by Mr. CURTIS, one of the Secretaries. Mr. Bleecker, of Albany, also introduced a Report in behalf of the delegation present from that city, with some pertinent and highly encouraging remarks. He was followed by Messrs. Amasa Walker, William B. Calhoun, (of Springfield,) Henry Williams, B. F. Hallet and Edward Everett. A general committee for raising subscriptions, consisting of Messrs. William Appleton, David Henshaw, George Bond, James K. Mills, Edward H. Robbins, and J. H. Wolcott was then appointed, and also a sub-committee for the same purpose, consisting of three from each Ward, three from South Boston, and three from each of the adjacent towns of Roxbury, Charlestown, Cambridge and Lynn. The General Committee were vested with power to fill all vacancies.

The Report sets forth, in a candid and judicious manner, the advantages which will be sure to attend the completion of this great work. Advantageously situated, as Boston is, for carrying on an extensive foreign trade, her means of easy intercourse with the interior are altogether too limited, when compared to the resources she possesses of prosecuting every branch of domestic commerce. Nature has directed the streams which water a great portion of the Commonwealth towards the sea-ports of other States, and the modern improvements in steam navigation have improved the channels of trade leading to rival markets, while canals have been constructed from the central parts of the Commonwealth to the ports of neighboring States—and all these circumstances, combined, have served to clog the enterprise of the citizens of Boston.

The introduction of Rail Roads, however, supersedes the most improved modes of navigation, and their advantages have been already tested on three of the principal avenues leading from this city, with a success which exceeds the sanguine expectations of the parties interested, and justifies the most agreeable anticipations in relation to the great work now under consideration.

The Charter of the Western Rail Road establishes a corporation with a capital of two millions of dollars, divided into shares of \$100 each, in the most eligible form, and securing the profits to the stock-holders on the most equitable terms. In August last, about two-thirds of the necessary stock was subscribed, chiefly by individuals residing in this city, Springfield, and other towns on the route, and in Hudson and Albany—and the other third part of the stock yet remains to be subscribed for.

The Report proceeds:—

The rail road proposed to be constructed under this charter extends from the Boston and Worcester Rail Road to the border of the State of New York. To complete the line from that point to the Hudson river, two rail roads have been incorporated by the legislature of New York, one leading from the line of this State to the city of Hudson, and the other leading from the same point to Griesbach, on the bank of the Hudson river, opposite to the city of Albany. The stock in both these corporations has been taken up by citizens of the State of New York, and the routes have been surveyed. On one of them the work is now in actual progress, and on the other it will be soon commenced.

*Resolved*, That in the opinion of this Meeting, a Rail Road, leading from this City to the centre of the Commonwealth to the Hudson River, will be of great public utility, by affording an easy and rapid communication, and thereby establishing a more intimate personal and commercial intercourse, between Boston and the Western parts of the State, and also between Massachusetts and New York and the Western States.

*Resolved*, That in the opinion of this Meeting, the prosperity of this City will be particularly promoted by the great public improvement now proposed, by the increase of its trade and population, and a proportionate advance in the value of property therein.

*Resolved*, That in the opinion of this Meeting, the work now proposed will not only be beneficial to the public, but productive of a profit to the proprietors, affording an adequate remuneration for the heavy capital which will be necessarily invested in it.

*Resolved*, That such is the magnitude of this undertaking, that it is necessary for its accomplishment, to rely on the aid of an enlightened public spirit; and that consequently, however strong may be the assurance that the profits resulting from it will afford an adequate return for the capital invested therein, those citizens who shall subscribe for the stock, with the laudable purpose of raising a sufficient fund for the prosecution of the work, and of thereby promoting the important benefits which will result from it, will be entitled to the thanks of the community, as public benefactors.

*Resolved*, That Committees be appointed of six persons for the City at large, three for each ward, for South Boston, and for the towns of Charlestown, Lynn, Cambridge and Roxbury, to solicit, in concurrence with the persons named in the Act establishing the Central Rail Road Corporation, Subscriptions to the Capital Stock of the same, and to return the subscriptions so obtained, to the persons entrusted by the said authority of the trade, which was supposed to be irrevocably withdrawn from it.

In proceeding still farther to the county of Berkshire, this Rail Road will there intersect a portion of the Commonwealth, which for all purposes of trade has for many years been almost exclusively connected with the State of New York. It will offer to the people of this county a choice of the trade with Boston, and will enable them to open an intercourse with this city on an equal footing of familiarity, and even with greater ease, than that which is now afforded them, by means of steam navigation with the city of New York.

These, however, will be but a portion of the benefits which will result from the completion of this magnificent enterprise. The city of Albany is situated in the centre of a vast population, and an immense trade. The northern canal extending from that city to Lake Champlain, opens a navigable channel along the western border of Vermont to the river St. Lawrence, and to the whole province of Lower Canada. The Erie canal, stretching westwardly through the numerous cities and towns of the west, for a distance of three hundred and sixty miles, extends the line of navigation to lakes Ontario and Erie. From these lakes it is continued by steam navigation to the remotest parts of lakes Michigan and Superior, and by the Ohio canal, through the whole length of that State to the Ohio and Mississippi

rivers, and their wide spreading branches. The business of the Erie canal is already so great that measures have been recently taken to enlarge its capacity, to enable it to accommodate the increasing trade which is accumulated upon it. The Hudson and Mohawk rail road leads from Albany to Schenectady, and thence to Saratoga. In another season this rail road will be extended from Schenectady to Utica, and, within a short period, along the whole length of the Erie Canal to Buffalo, and thence to the southern shore of Lake Erie. Other improvements are in progress for extending still more widely among the vast population of the West and North, the benefits of intercourse with the shores of the Atlantic. The termination of the Western Rail Road at Hudson will be connected by a short interval of river navigation, with the Catskill and Canajoharie rail road, with the Hudson and Delaware Canal and Lackawana rail road, and with the Erie rail road, each forming an additional avenue leading to the productive regions of the West. The connection which will thus be formed with this vast system of internal communication, intersecting the State of New York in various directions, and extending through the whole western country—an immense territory, rapidly increasing in population and wealth—will give an importance and value to the Western Rail Road, in which it will be equalled by few other works in the country. This system of canals, rail roads, and internal navigation, is now connected with the Atlantic ocean by means of the Hudson river only. The vast trade which gives life and activity to this extensive system has its centre in the city of New York. The supply of foreign commodities, of products of the ocean, and of domestic manufacturers, for this immense extent of country, is either derived exclusively from that city, or enters the Hudson River by passing through the harbor of New York. There is no good reason why the City of Boston should not participate directly in this trade. Many western merchants, under the present discouragements and disadvantages, purchase goods in Boston, to be shipped to New York, and thence transported through the Hudson River and the New York canals, to their places of destination in the West. It may be readily perceived, that a direct communication between Boston and the Hudson River, affording a personal intercourse as easy and as rapid between Albany and Boston as between that city and New York, and affording the means of direct transportation for the products of the West, as well as for the manufactures of this part of the country, and for foreign merchandise, will open a new and almost unbounded field for the trade of this country.

It is not to be expected, however, that the trade between this vast northern and western region, and the city of Boston, even with the aid of a rail road leading directly from the Hudson river, can bear any comparison with that which will be maintained with the city of New York. \* \* \* But there is a portion of the year in which a rail road to Boston would supersede all advantages of the navigation of the Hudson. For the space of three or four months in every year, the river is frozen up, and the navigation upon it consequently interrupted. During this period, the trade of the whole tract of country which has been described above, comes to a stand. All intercourse with the Atlantic is interrupted, and all operations of business are superseded until the opening of Spring. A rail road from Boston to Albany and Hudson would be the means of continuing to those places an active trade through the winter. The rail roads which are about to be built, extending westwardly from the Hudson, would serve to extend still further the sphere of activity, through that period of the year which has been usually passed in a state of commercial inactivity.

It is manifest that the almost entire interruption of all intercourse with the Atlantic, from the commencement of winter to the opening of spring, must subject the inhabitants of the interior, and especially those engaged in trade, to great inconvenience and loss. A remedy for this inconvenience will be afforded in the opening of a new channel of trade, terminating at Boston, which shall remain open through the year. It will enable those who suffer from the suspension of navigation in the winter, to continue their avocations through the year, and will remove the impediment which retard the opening of business in the spring. This, therefore, may be relied on, as affording an additional assurance, that the Western Rail Road will become the channel through which a valuable portion of the trade of the West will be carried on. It will at all seasons be a convenient channel for that trade, and during a fourth part of each year, it will be the only channel which will be open.

The Report of the Committee was accompanied by the following resolutions, and the two were jointly adopted by the meeting with great unanimity:—

*Resolved*, That in the opinion of this Meeting, a Rail Road, leading from this City to the centre of the Commonwealth to the Hudson River, will be of great public utility, by affording an easy and rapid communication, and thereby establishing a more intimate personal and commercial intercourse, between Boston and the Western parts of the State, and also between Massachusetts and New York and the Western States.

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We congratulate the friends of this great enterprise upon the prospect before them—and we congratulate the city of Boston, that a work promising such extensively beneficial results, is now in a fair way to be accomplished. It cannot fail to contribute largely to her commercial prosperity.

*Honesty and Liberality*.—On Monday a New York Merchant by the name of Farrington, stepped into a hack driven by Thomas Blake, having in his hand a package containing \$30,000. Upon arriving at his residence, he accidentally left the money in the hack, and not having noticed it number, he was without any clue to the whereabouts of his cash when he discovered his loss, and consequently not in a very comfortable state of mind. His anxiety was soon relieved by the reappearance of Blake, with the cash in his hand. Mr. F. generously tendered him \$800 for a reward for his honesty, but its acceptance was declined—and it is now his intention to present him with an elegant carriage, horses, and harness.

We received by yesterday's mail the promised letter from Mr. Van Buren to a gentleman in Augusta, upon the abolition question. This letter is but a renewal of the declaration made by him against the movements of the abolition party in his letter to Mr. Gwin, of Mississippi, in 1834, and previously through Mr. Wright, of New York, as well as subsequently through Mr. Butler, the Attorney General. Mr. Van Buren says he "concurs fully in the sentiments advanced" in the able and judicious resolutions adopted by the meeting in Albany opposed to the measures of the abolitionists—and that he advised and encouraged the call for that meeting.

*Nights at Mess.*—Philadelphia, Carey & Hart, Boston, W. D. Ticknor—1 Vol. 12 mo. A capital mess it is, full of love, murder, duels, encounters, escapes, tales, jokes, repartees, wit, puns and bulls; in a style, easy, flowing, rapid, rantical, and entirely Hibernian.

*Native Poetry*.—We have been presented with a poetical volume, accompanied with the following notice, which we insert with pleasure:—

*Samuel Woodworth Esq.*, chief Clerk in the Commandant's office, at the Navy Yard, Charlestown, Mass. is the author of a little volume, comprising a choice selection of his poetical effusions, illustrated by and embellished with fine copperplate engravings. The talents of Mr. Woodworth as a lyric poet, are well known to the public, to whom we recommend the volume. He is a native of Scituate, and entitled to the patronage of his countrymen of the Bay State. The volume is for sale by Ticknor.

*Mr Abbott*, the English actor, whom they have tried to puff into notoriety in New York for the benefit of the Park Theatre, played in a new tragedy called the "King's Fool," on Monday night—John Bull has many subjects this side of the big pond to whom this title belongs. Perhaps the Park, in the fullness of its generosity, will allow us to see Mr Abbott in a few days, when a steak at Fenn's will make him a first rate actor, although it failed to improve Mr. Brough's voice much. By the way, Brough has a benefit to-night—his bill is the best one that has been offered since the Woods commenced their present engagement.

*Apropos*—The N. Y. Herald says:—  
"Mr Abbott is a tolerable actor, but not near so great a man as Peter Simple of 'The Star' would have us believe."

*Mons. Gouffe* takes a benefit at the Warren this evening—when he was at the Tremont, some years since, he was considered a very remarkable MONKEY, and we presume he has lost none of those qualities which once rendered him a favorite at that establishment.

*P. S.*—The gentleman who sent us a communication about the Opera, signed "P." we don't know—his private note is written so badly that we can't read it, and his remarks, intended for publication, are so far from the truth that we can't publish them.

*Sundries*.—The Webster Vase is completed, and will be presented on Monday evening, at the Odeon.—

The City Guards will parade this morning, under Capt. Macomber, with the Brigade Band. Mr. Alexander Wordsworth received the premium for the best plan of laying out the Phillips estate—the purchasers of some of the lots have sold out at an advance. The houses in Mount Vernon street have been re-numbered. The U. S. frigate Constellation has dropped down to Hampton Roads, and will sail in a few days. There was a bit of a row at Worcester during the celebration of the farmer's festival, on Wednesday, between the Marshals and citizens; several persons were knocked down, and the Marshals finally routed. Mr. Samuel Richardson had one of his legs badly fractured, and was otherwise severely injured, by being run over by one of the Concord stages, near the Warren Hotel, on Wednesday evening.

*Mr Graham* will deliver his first lecture at Boylston Hall, this evening at 7 o'clock, which, it is to be hoped, will be judged of with fairness and candor. We have seen a letter from Dr. Warren to Mr. Graham, in which his principles are recommended to public attention.

*Cool Prospect*.—The Bangor Republican, in alluding to the late Webster dinner in that city, says—"At the present time it would be as impossible to excite feelings of enthusiasm in favor of Mr. Webster in Maine, as to kindle a fire with snow balls."

*Squally*.—Who will Levi Lincoln and his friends support for Governor? It is said that they have already had a large number of votes printed bearing Mr. Armstrong's name for that office! Mr. Everett's Bloody Brook compliment to Mr. Lincoln wasn't soon enough.

*Resolved*, That such is the magnitude of this undertaking, that it is necessary for its accomplishment, to rely on the aid of an enlightened public spirit; and that consequently, however strong may be the assurance that the profits resulting from it will afford an adequate return for the capital invested therein, those citizens who shall subscribe for the stock, with the laudable purpose of raising a sufficient fund for the prosecution of the work, and of thereby promoting the important benefits which will result from it, will be entitled to the thanks of the community, as public benefactors.

*Resolved*, That in the opinion of this Meeting, the work now proposed will not only be beneficial to the public, but productive of a profit to the proprietors, affording an adequate remuneration for the heavy capital which will be necessarily invested in it.

*Resolved*, That such is the magnitude of this undertaking, that it is necessary for its accomplishment, to rely on the aid of an enlightened public spirit; and that consequently, however strong may be the assurance that the profits resulting from it will afford an adequate return for the capital invested therein, those citizens who shall subscribe for the stock, with the laudable purpose of raising a sufficient fund for the prosecution of the work, and of thereby promoting the important benefits which will result from it, will be entitled to the thanks of the community, as public benefactors.

*The Daily Advertiser* has discovered in the present Legislature a willingness "to expunge whatever is obsolete and ineffectual"—the adoption of the law relative to keeping Saturday night, is evidence of this willingness.

Our neighbor of the Advocate would have a short life of it, apparently, if Mr. Everett were to talk to him all the time, for he says that Mr. E.'s speech of an hour, last Wednesday night, seemed but a minute.

*The Steamboat Illinois* struck a snag near Menphis (Ten.) on the 14th ult. and went down immediately, with all the cargo. A deck passenger by the name of Duncan was drowned.

*Correction*.—The Marquis of Waterford and company did not dine with the Mayor of New York on Sunday, as stated yesterday on authority of a New York paper.

We have received the New England Magazine for October, and shall notice its contents hereafter.—Upon our First Page will be found some lines by Mrs. Sigourney, which we copy from it.

Our Prices Current of Stocks are omitted, there being no fixed prices, in consequence of the dividends on Monday.

*Charles Biddle*, is the *Charge de Affaires* who ran away from his creditors in N. York, a few days since.

*Ominous*.—We saw 86 "Births" registered in the gentlemen's cabin, on board the steamer Portland, on Wednesday.

## GOOD NEWS FROM MARYLAND!

We commend the following to the attention of such Whigs as are "tired of victory":—

*Maryland Election*.—The election for members of Congress, Delegates to the State Legislature, &c., took place in Maryland last Monday. In the 4th district, comprising Baltimore City, and Anne Arundel County, the Whig candidates for Congress were Charles R. Stuart and Jas. P. Heath; the Jackson-Van Buren candidates, B. C. Howard and Isaac M'Kim. The votes in the city of Baltimore stood as follows: Stewart, 4904, Heath 4969, Howard 5617, M'Kim 5599. Average Van Buren, majority 671. The remainder of the district, it is presumed, will not vary the result. At the Congressional election in 1833, M'Kim was opposed by Stewart, and Heath by Howard.

The Jackson candidates for the State Legislature from the city of Baltimore, Messrs. Richardson and M'Lean, are elected by an average majority of 555.

We received a letter from Fort Gibson, yesterday, under date of the 2d September, which says, "Messrs. Pennewit and Thompson have just come in from the Prairie, and report that the troops left the Treaty ground on the 24th August, and will be here in a few days. Governor Stokes, the Commissioner, has much improved in health. All well."—*Nat. Intell.*

The Senate of Massachusetts have, to their great disgrace, restored the clause restricting the jail limits, in other words what is tantamount to re-enacted imprisonment for debt. We hope the sovereign people will VETO THIS BARBARIAN ASSAULT UPON PERSONAL LIBERTY. —*New York Evening Star.*

*Robbery*.—The Louisville Journal of the 28th ult. says—"The dwelling house of Oliver Keen, Esq., of Lexington, was robbed a few nights ago, of about \$20,000 in money and due bills, besides many papers of value. A reward of \$800 is offered for the money and papers."

*Washington, October 6*.—We learn that the Board for the settlement of the French Claims commenced their session yesterday. We understand that they will close their labors about the first of January next.—*Nat. Intell.*

A mob of fifty or sixty persons, assembled at Marblehead on Saturday evening last, and demolished two one story dwelling-houses, the inmates of which (females of abandoned character) had been the same day sent to the House of Correction for lewd and disorderly conduct.

*N. E. Boundary*.—It is stated in one of the Maine papers, that "Messrs. E. & S. Smith, of Bangor, rich land speculators, have purchased a large portion, if not the whole of the disputed Territory, from the British Government, at a low price."

*Stocks*.—Most kinds experienced a rise yesterday, and some of them a very large one. After the Board there was a partial re-action, but by no means equal to the full extent of the rise. There has been a tendency upward for some days past.—*N. Y. Jour. Com.*

The population of Arkansas is 51,809 persons, of whom nearly ten thousand are slaves.

*Revolution at Para*.—*Capture of the City and Defeat of the Brazilian Squadron*.—By the sch. Wm. Penn, Captain Appleton, which arrived at Salem on Tuesday evening, advises have been received from Para to the 14th ult. On the 14th of August an attack was made upon the city by about 4,000 mulattoes and Indians, armed with muskets, axes, knives, &c. The defensive force of the city was inadequate for its defence—and after nine days of hard fighting, and the loss of about half of the original number, the besieged were compelled to retreat on board of the ships of the squadron before the city—the contest thus terminating in the total defeat of the Brazilian forces and flight of the Governor. A large number of the besiegers were killed, and the soldiers maintained a steady fire, and were repelled by the guns of the British

## FOR MATA GORDA, TEXAS.

(Austin's Colony.)  
A fine fast sailing vessel, adapted to the trade, will be ready for service about the 25th inst. For freight or passage, having ample accommodations, apply to EDW. CABOT, 110 State st., or DAVID R. NASH, No. 29 Water st. epist 821  
N.B. A Branch Pilot of Mata Gorda Bay takes passage in the above vessel.

## FOR NEW-ORLEANS—PACKET LINE.

The fast sailing newly coppered ship FRANCES ANN, H. S. Stiles, master, is leaving for India wh. and having half her freight engaged, will have immediate despatch and take steam at the Bahama's take six more cabin passengers—a cow will be put on board to supply them with milk. For freight, cabin or steerage passage, apply to S. R. ALLEN, 110 Milk st. 07 4p

## FOR HARTFORD—REGULAR LINE.

ON SATURDAY.  
The schooner CHINA, Capt. Churchill, will sail as soon as freight or passage apply to JOSHUA SEARS, No 14 Long wharf, HARTSHORN & ELLIS, No 7 Central wharf, or the captain on board, head of Central wharf, south side. 05

## FOR CHARLESTON, S. C.

WITH DESPATCH.  
The fast sailing coppered and copper fastened ship MINERVA, E. Sampson Master, will sail as soon as freight or passage apply to the master on board, south side of Commercial wharf, or to DANIEL DESHON, 6 Long wharf. 06

## FOR BELFAST.

WITH DESPATCH.  
The regular packet schooner MECHANIC, Isaac Clark, master, will sail as above—for freight or passage, having superior accommodations, apply to GEORGE W. TYLER, No 42 Commercial whf. 02

## FOR MOBILE—ON THE 15TH OF OCTOBER.

THE fast sailing coppered ship, is now loading copper and iron, very heavily fastened and planked, built by a first rate workman and nothing has been spared to make her in every respect a superior ship—for further particulars apply to DANIEL DESHON, 6 Long wharf. 01

## FOR SALE.

The new copper fastened brig UNCLE SAM, 135 tons register, copper fastened, built principally of white oak, carries 90 M of lumber, has good sails, chains, boats, &c.—Apply to DANIEL DESHON, 6 Long wharf. 01

## FOR SALE.

The fast sailing substantial Schooner ADNO, 110 tons register, copper fastened, built principally of white oak, carries 90 M of lumber, has good sails, chains, boats, &c.—Apply to DANIEL DESHON, 6 Long wharf. 02

## FOR SALE.

The fast sailing brig CASHIER, 102 tons register, high deck; sails nearly new; carries a large cargo, will have a full inventory, and will be sold low—apply to DANIEL DESHON, 6 Long wharf. 01

## FOR FREIGHT OR CHARTER.

The fast sailing brig GEORGE, Capt. Waterhouse, 173 tons register, carries a large cargo, well found, and in prime order for a voyage—apply to DANIEL DESHON, 6 Long wharf. 01

## FOR SALE, FREIGHT OR CHARTER.

The superior, copper fastened, low dock brig TOMA, 110 tons burthen—apply to LOMBARD & WHITMORE, No 31 Commercial wharf. 01

## SHIP WANTED.

A first rate coppered Ship is wanted for a freight to New Orleans. Apply to S. R. ALLEN, 110 Milk street. 03

## TO LET.

Store No 11 Bedford street, and Cellar under the same—only a few paces from Washington street. It is an eligible stand for a confectionery, mechanic, tradesman, or merchant. Rent only \$200, per annum. Apply to WM. BUTTERS, No 39 State street, or to MR DAVID HALL, at the Provision Store, opposite, who has the keys. 02

## VALUABLE REAL ESTATE FOR SALE.

FOR SALE, two substantial well Built Brick DWELLING HOUSES, Four Stories high, each containing fifteen Rooms, Attic, and large Cellar under each, Aqueduct and Rain Water, with the usual out houses to the necessary situated on the site of Piedmont & Chestnut Street, where the improvements are great, situated so near the New Boston and Providence Rail Road Depot, and no House for the accommodation of passengers arriving in the cars being in the vicinity, the above Houses would never answer as an HOTEL, or as separate BOARDING HOUSES, they are in good repair, and well worthy the attention of the Capitalist as they will be sold at a low rate and upon reasonable terms to suit the purchaser, they can be examined at any time on application to the subscriber. Further information respecting the same can be had by application to WILLIAM PALFREY, No 5 Exchange Street. 38 Milk & SW 02

## FOR SALE OR TO LET.

The Soap Factory, in the rear 46 Pleasant street. The Factory is 42 feet long, by 60 feet wide, with a cellar under the whole. Said Factory is in good repair, and has a good well and pump on the premises; and four kettles and six cisterns, and a complete set of candle apparatus; with a good Stable and Chase house, and about 16,000 feet of board, and a good quantity of coal, and iron, and equipment, and is deserving the attention of builders, or any person desirous of making a good investment; it will be sold low, one half of the purchase money may remain on mortgage.

Also, a valuable Horse and Chaise to be sold, belonging to the establishment; he is a horse will go in any kind of harness, is a good saddle Horse, sold for no fault, as the owner never used for him. Please apply in the rear 46 Pleasant street. 03

## HANOVER ROOMS.

To Let.—The three elegant spacious Rooms over Nos 33, 41, 43, 45 and 47 Hanover street, corner of Elm st.—affording one of the best stands in the city for the Carpet, Upholstry, Furniture and many other kinds of business, as Halls for Exhibition. They communicate with each other by large doors, have arched ceilings, are well lighted, and are provided with gas fixtures—Inquire of J. JENKINS, Jr, 27 State street, or No 73 Temple st. 05

## TO LET.

A room with Steam Power—a room in the 2d story of a building in Haverhill street—25 by 50 feet—suitable for a Machinist—steam power to the value of two or three power, will be let with said room. Inquire of CHS. TURNER & CO, Iron Founders, Haverhill st. N. B. More room can be let if required. Sawis 2d

## LIST OF LETTERS

Remaining in the Post Office at Cambridgeport, Mass. October 1, 1835.

Avey David MC Closse Jane  
Bishop Joshua Mox Isa 2  
Baker Geo Murdoch Asa  
Clary E A Morris Henry  
Clough Sally R Munsey Wm  
Cutter X-phon Pratt Mary  
Dale Philiphale Pratt Cis  
Dann Fitch P. R. Shambro Lyman  
Farnes Wm 3. hot T W  
Fisher Anna Smith C. Wm C  
Goodale Asahel Smith Daniel  
Goodine Nahli Trowbridge John 2  
Hulbert Sarah Tuckom br  
Howe Wm Valentine Jenata E  
Henderson Sam W. V. & W. C.  
Hot Valentine Jr 2 Watson Hiram  
Harrison Lydia A Watson Abigail  
King Sam Watson Alexander  
Locke Hannah Wing Alexander  
Leavens Jno Watson P. M.  
Lampson Rufus JOHN P. TARBELL, P. M.

## COMMON SEWER.

NOTICE is hereby given to all persons interested, that the Mayor and Aldermen will, on Monday next, at 4 o'clock, at their room, City Hall, take into consideration the petition of William P. Loring and others, for a Common Sewer in B street.

Also, the petition of Abijah S. Johnson, to have a Common Sewer in Kneeland st, and, that the expense of said sewers be assessed, according to law, upon those whose estates shall be thus fitted therewith.

Any person objecting to the same, or either of them, will then and there be heard.

By order of the Mayor and Aldermen,  
S. F. McCLEARY, City Clerk.

ROSE WATER.—A superior article of Rose Water, in bottles and carboys—just received, and for sale low by LEWIS & CO., 118 State st.

## FOR MATA GORDA, TEXAS.

(Austin's Colony.)  
A fine fast sailing vessel, adapted to the trade, will be ready for service about the 25th inst. For freight or passage, having ample accommodations, apply to EDW. CABOT, 110 State st., or DAVID R. NASH, No. 29 Water st. epist 821  
N.B. A Branch Pilot of Mata Gorda Bay takes passage in the above vessel.

## TREMONT THEATRE.

### MR BROUH'S BENEFIT.

Last night but two of the engagement of Mr and Mrs Wood, with Mr Brouh. 02

THIS EVENING, October 9.  
Will be presented the Comic Opera of LOVE IN A VILLAGE!

Young Meadows Mr Wood  
Hawthorn Mr Brouh  
Rosetta Mrs Wood  
Lucinda Miss Cushman

To conclude with the 3d act of the celebrated Drama of VICTORINE! Mr Brouh

Doors open at 1/2 past 6. Performance will commence at 7 o'clock. 02

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## STEAMBOAT LINE M BOSTON TO GARDINER—Arrangement for August.

The new Steamer PORTLAND, Capt Jabez Howes, master, will leave Union wharf, Portland, for Boston every Monday, Wednesday and Friday at 7 o'clock, A.M., and Foster's wharf, Boston, for Portland, every Tuesday, Thursday and Saturday, at 5 o'clock, P.M.

The Steamer McDONOUGH, Nath'l Kimball, master, will leave Union wharf, Portland, for Boston every Wednesday and Sunday, at 8 o'clock, A.M.—and will leave Gardner for Bath and Portland, every Monday and Friday at 9 o'clock, A.M.

**FARE—**From Boston to Gardner \$5.00  
" " Portland 3.00 and Found.  
" " Portland to Bath 1.50 and Found.  
" " Gardner 2.00

Agents—J. B. SMITH, Boston—CHARLES MOODY, Portland—T. G. JEWETT, Gardner.

Stages will be in readiness to take the passengers from Gardner, Hallowell and Augusta on the arrival of the boat—and will leave Augusta and Hallowell, for Gardner, on the morning of the McDonough sailing.

tt—au13

### NOTICE.

The Steamboat GENL. LINCOLN, Capt George Bea, will, on and after MONDAY, Sept. 14, make only two trips a day, viz—

Hingham, 7<sup>th</sup> o'clock, A. M. 1<sup>st</sup> o'clock, A. M.  
11<sup>th</sup> " " 4 " 6 " P. M.

FARE 37<sup>th</sup> Cents.

Carriges will be in readiness, on the arrival of the boat at Hingham, to convey passengers to any part of that and most of the neighboring towns.

Passengers by applying at the Captain's office can be conveyed to any part of the city for 12<sup>th</sup> cts.

For further particulars apply to the captain on board, to Alber Fearing & Co. No 1 City wharf, or the subscriber.

Hingham, Sept. 4, 1835. DAVID WHITON, Agent.

### BOSTON AND HARTFORD PACKETS.

The Regular Line of Packets between the above cities, will consist of the following vessels:

Bohouer ANN, — Captain Flower,  
CHINA, — " Churchill,  
LVDIA, — " Hill,  
MARY, — " Hall,  
ECHO, — " Goodspeed.

These vessels are of the first class, and built expressly for the trade. The captains have been long engaged in the business, and are experienced pilots. Every exertion will be made to ensure despatch and render this line worthy of patronage. It is intended, after the 10th March, one vessel shall sail every Saturday, from the head of Central wharf, soe side, and one from Hartford every Wednesday. For terms of freight apply to JOSHUA SEARS, No 14 Long wharf, HARTFORD & ELLIS, No 7 Central wharf, or the Captain, on board, head of said wharf, soe side, and in Hartford to THOMAS K. BRUCE & CO.

127

### HARDWARE, NAILS AND HOLLOWWARE.

RICE & LIVINGSTON—54 Kilby and 72, 80 & 84 Water st, have received by the late arrivals from Liverpool, a very extensive assortment of

SHEFFIELD & BIRMINGHAM HARDWARE, adapted to the Fall Trade, consisting in part of the following—

Cast Steel Knives and Forks Pen, Pocket, Shoe, Butcher, & Knives, Bread & Drawing Rodgers, 'Elliot,' Wade and Butch' RAZORS er's and Barber's Scissors and Shears Comb-steel Pit, Saws, and Iron Back, Files, all kinds Chisels and Gouges Plane Irons Hemming & Son's Needles Heddle and Bound Pins Snuffer, Tea and Bread Trays Steel Snuffers Brass Goods, all kinds Spike and Nail Gimblets Shoe Thread Box Rules Iron Compasses Norfolk, Bright, & LATCHES Headed & Brass Iron Candiricks Spade do Caststeel do Gouged, Necked, Pronged, and HOES Cast Steel Sieves Combs, all kinds Coffee Mills Toilet Glasses! Percussion Caps Cordage, all kinds Japanned and LAMPS Brass Quills and Ink Writing Paper Whips Bonet Paper Razor Straps Belows Silver Pencil Cases Brass Andirons Win Rowland's Philadelphia Mills Saws and Cross Cut

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They have also on hand of AMERICAN MANUFACTURE

Casks Cut Nails Manure Forks Cinder Sifters Coal Hods and Scops Iron Plain do Backstrap SHOVELS Caststeel do Spades Gouged, Necked, Pronged, and HOES Cast Steel Sieves Combs, all kinds Coffee Mills Toilet Glasses! Percussion Caps Cordage, all kinds Japanned and LAMPS Brass Quills and Ink Writing Paper Whips Bonet Paper Razor Straps Belows Silver Pencil Cases Brass Andirons Win Rowland's Philadelphia Mills Saws and Cross Cut

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NOTICE—C. & W. H. CONANT have this day taken into co-partnership Mr Wm. W. THAYER. The business in future will be transacted under the firm of CONANT, THAYER & CO.

C. C. CONANT, Wm. W. THAYER, Wm. H. CONANT.

Boston, Sept. 1st, 1835. 12

CONANT, THAYER & CO., No 55 Washington street, are now opening a full and complete assortment of BROADCLOTHS, CASSIMERES, HABIT CLOTHS, VESTINGS, &c. &c.

Consisting in part of 175 PIECES EXTRA FINE

AND CHEAP CLOTHS, of English, German and American manufacture; among which may be found every description of Color and Mixture.

25 PIECES LONDON AND AMERICAN CASSIMERES.

Of Extra Super, Medium and Low-priced qualities—Colors—Blacks, Blues, Drabs, Sage, Lavender, slate, Browns, Olivs, Greens, and Oxford Steel, Coronation and French Grey Mixtures.

50 PIECES HABIT AND LADIES BROADCLOTHS. (just imported.)

Comprising all the most Fashionable Colors and Shades.

A superior assortment of VESTINGS, viz: Satin, Floline, Marseilles, Light and Dark Merino, Valencia, Moline, &c. &c.

— ALSO—

A great variety of Coarse CLOTHS, for Coatings; PETER SHAMS, some very fine; LION SKINS; KERSEYS; Striped and Mix'd SATINETTES; LYONS VELVETS, and a complete assortment of TAILORS' TRIMMINGS—all of which will be offered at Low prices for Cash.

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CONANT, THAYER & CO., No 55 Washington street, are now opening a full and complete assortment of BROADCLOTHS, CASSIMERES, HABIT CLOTHS, VESTINGS, &c. &c.

London and French BROADCLOTHS; colors consist of Blacks, Dark Blues, Adelaides, Mulberry, Russell Browns, Claret, Polka, and other Greens, &c. &c.—warranted first rate WOODED Dyes.

425 PIECES MEDIUM, LOW-PRICED

AND CHEAP CLOTHS,

Of English, German and American manufacture; among which may be found every description of Color and Mixture.

25 PIECES LONDON AND AMERICAN

CASSIMERES.

Of Extra Super, Medium and Low-priced qualities—Colors—Blacks, Blues, Drabs, Sage, Lavender, slate, Browns, Olivs, Greens, and Oxford Steel, Coronation and French Grey Mixtures.

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CONANT, THAYER & CO., No 55 Washington street, are now opening a full and complete assortment of BROADCLOTHS, CASSIMERES, HABIT CLOTHS, VESTINGS, &c. &c.

London and French BROADCLOTHS; colors consist of Blacks, Dark Blues, Adelaides, Mulberry, Russell Browns, Claret, Polka, and other Greens, &c. &c.—warranted first rate WOODED Dyes.

425 PIECES MEDIUM, LOW-PRICED

AND CHEAP CLOTHS,

Of English, German and American manufacture; among which may be found every description of Color and Mixture.

25 PIECES LONDON AND AMERICAN

CASSIMERES.

Of Extra Super, Medium and Low-priced qualities—Colors—Blacks, Blues, Drabs, Sage, Lavender, slate, Browns, Olivs, Greens, and Oxford Steel, Coronation and French Grey Mixtures.

50 PIECES HABIT AND LADIES BROAD-

CLOTHS. (just imported.)

Comprising all the most Fashionable Colors and Shades.

A superior assortment of VESTINGS, viz: Satin, Floline, Marseilles, Light and Dark Merino, Valencia, Moline, &c. &c.

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